ference to goods train resulting into taking 25 to 36 hours for its journey;

(c) whether passengers who travel on this train have demonstrated at Vishakhapatnam and Kirandaul to regulate the timings and have urged for not cancelling it half way etc.;

(d) if so, the details thereof; and

(e) the steps proposed to be taken for running of the train as per schedule?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir; in one direction it takes 17 hrs. 15 minuets and in the other direction 18 hrs. 45 minutes.

(b) The train has been taking excessive time on account of heavy movement of iron ore traffic on the Section and difficult operating conditions due to sharp curves and consequent speed restrictions.

(c) and (d) There have been some demonstrations against late running of the train.

(e) Intensive chasing and round the clock monitoring.

बम्बई-डोंड-मन्माड यात्री रेलगाड़ी को रद्द किया जाना

3217. **डा० बापू कालदाते** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि बोम्बे, डोंड, मन्माड यात्री रेलगाडी को रद्द कर दिया गया है ;

(ख) क्या यह भी सच है कि सरकार औरंगाबाद-मन्माड-डोंड-पुणे रेलमार्ग पर एक नई यात्री गाडी आरम्भ कर रही है ;

(ग) यदि हां, तो क्या सरकार औरंगाबाद-मन्माड-डोंड-पुणे-बम्बई मार्ग पर एक यात्री गाड़ी आरम्भ करने का विचार कर रही है ताकि मन्माड से पुणे तक के यात्रियों के लिए बम्बई से सीधी रेल सेवा प्राप्त हो सके ;

(घ) यदि नहीं, तो क्या सरकार मन्माड-पुणे के यात्रियों के लिए बम्बई तक सीधी रेल सेवा उपलब्ध कराने का विचार कर रही है ; और

(ङ) यदि हां, तो उसका ब्यौरा क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन) : (क) और (ख) पुणे और धोंड के रास्ते बम्बई और मनमाड के बीच चलने वाली पूर्ववर्ती 321/322 पैसेंजर गाडी को बहुत पहले मई 1988 में बम्बई और पुणे के बीच रद्द कर दिया गया था, तब से यह गाडी 1-2-92 तक धोंड के रास्ते पुणे और मनमाड के बीच 1321/1322 पैसेंजर के रूप में चला करती थी, बहरहाल, मनमाड-औरंगाबाद मीटर लाइन खंड को बडी लाइन में बदल दिए जाने के परिणामस्वरूप 1321/1322 पुणे मनमाड पैसेंजर और 1603/1604 धोंड-मनमाड पैसेंजर गाडी को 2-2-92 से औरंगाबाद तक बढा दिया गया है ।

(ग) और (घ) जी, नहीं ।

(ङ) प्रश्न नहीं उठता ।

उत्तर प्रदेश में रेलवे स्टेशनों पर यात्रियों के लिए सुख-सुविधाओं का अपर्याप्त होना

3218. **श्री ईश दत्त यादव** : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि उत्तर प्रदेश में आजमगढ, जौनपुर, मऊ, सुलतानपुर, फैजाबाद और गाजीपुर रेलवे स्टेशनों पर पर्याप्त सुख-सुविधायें उपलब्ध नहीं हैं ; और

(ख) यदि नहीं, तो इन सुख-सुविधाओं में सुधार लाने के लिए क्या कदम उठाए जा रहे हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री मल्लिकार्जुन) : (क) जी, नहीं ।

(ख) प्रश्न नहीं उठता ।

Construction of bridge on Brahmaputra, Assam

@3219. SHRI DAVID LEDGER: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government propose to set up a fourth bridge over the Brahmaputra at Bogibil in Dibrugarh district in Assam;

(b) if so, what are the details thereof; and

(c) if not, the reasons thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTER): (a) to (c) The Government is yet to take a decision on the proposal to construct the fourth bridge across river Brahmaputra at Bogibil in Assam.

Declaration of West Coast Canal as National Waterway

@@3220. SHRI RAMACHANDRAN PILLAI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have received any request from the Government of Kerala to declare the entire stretch of West Coast Canal in Kerala as National Waterway;

(b) whether it is a fact that Government have informed Kerala Government on 31st August, 1988 that they propose to declare the Kottam-Kochi-Kuttipuram Section of West Coast Canal along with Champakara Canal and Udyogmandal Canal as National Waterways and whether State Government communicated its concurrence on the proposal on 12th October, 1988; and

(c) if so, what steps Government have taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Yes, Sir.

(c) A Bill for enactment of a Central legislation to declare Kollam-Kottapuram Stretch of West Coast Canal and Champakara and Udyogmandal Canals as National Waterway was passed by the Lok Sabha in October, 1989. However, before it could be introduced in the Rajya Sabha, the said Bill had lapsed due to the dissolution of that Lok Sabha. Subsequently, the matter was further considered and the National Waterway (Kollam-Kottapuram Stretch of West Coast Canal and Champakara and Udyogmandal Canals) Bill, 1992 has been introduced in Lok Sabha on 28-2-1992.

Green Line Express Services

3221. CHOWDHRY HARI SINGH: Will the Minister of SURFACE TRANSPORT be pleased to refer to the reply to Unstarred Question 1142 given in the Rajya Sabha on the 4th March, 1992 and state the proposals, if any, to start more Green Line Express Service on other routes?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): Introducing of more Green Line Express Services depends upon the availability of buses in DTC's fleet as also public demand.

@Previously unstarred question 1558, transferred from the 6th March, 1992.

@@Previously unstarred question 1565, transferred from the 6th March, 1992.